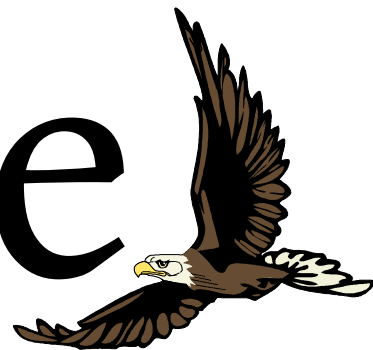


Border Eagle



Vol. 47, No. 30

Laughlin Air Force Base, Texas ... Training the world's best pilots

Aug. 6, 1999

Newsline

A glance at news affecting Laughlin

Texas tax break

Today through Sunday, Texans get a break from state and local sales taxes.

For the state's first tax holiday, the Texas Legislature has exempted most clothing and footwear priced under \$100 from sales and use taxes.

A list of items and their exemption status for the holiday can be found by visiting the comptroller's Website: www.window.state.tx.us.

For more information, call 1-800-252-5555.

Use or lose leave

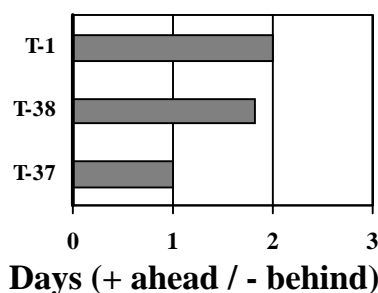
Accrued leave in excess of 60 days is lost at the end of each fiscal year, unless special leave accrual (under the provisions of AFI 36-3003, section E – military leave program) applies.

Commanders and supervisors should encourage all members to use their excess accrued leave prior to Sept. 30. For questions, call the MPF customer service office at 5276.

47 FTW mission status

(As of July 28)

Student Timeline



Sorties flown in FY 99:
55,085

Hours flown in FY 99:
79,984.3

Pilot wings earned in FY 99:
273

Pilot wings earned since 1963:
11,320

Friends of Family Support garners AETC-level humanitarian award

By Airman Bradley Pettit

Staff writer

Friends of Family Support recently won the 1999 Zachary and Elizabeth Fisher Distinguished Civilian Humanitarian Award for assistance provided to Laughlin Family Support Center programs.

FFS is a nonprofit organization with the sole purpose of identifying, soliciting and monitoring donations received from various organizations. By managing donations this way, family support center activities can be better supported, said Roberto Barrera, FSC director here.

FFS helps Laughlin and Del Rio families associated with the base who are struggling financially, Barrera said. An account was established for emergency relief, representing one of the organization's major accomplishments.

Donations from base agencies help maintain this fund, which was originally intended to be temporary. Because of its success, the emergency relief fund is now permanent. After the 1998

Del Rio flood, \$17,000 was collected by base organizations to help 26 Laughlin families who were victims of flood damage, said Barrera.

Project Stork is another facet of FFS. "Friends works in conjunction with the clinic to provide every newborn baby on base with a start-up basket

containing baby necessities, such as a blanket, toys, diapers and useful information for raising a child," said Barrera.

FFS has organized its version of the food pantry program as well. Families are identified as needing assistance and receive a certificate to purchase food at the commissary, said Barrera. "While some programs like this donate canned foods, this program allows the family to buy the food they like."

Friends also received a \$350 donation to offset the cost of sending children to school for eligible families. Twenty-eight children received book bags containing pencils, rulers, paper and other basic supplies for school, said Barrera.

"Volunteers (of FFS) have provided above and beyond assistance for Family Support Center programs and have immediately responded to many families in desperation during emergency situations," stated Gen. Lloyd W. Newton, AETC commander. "We share your pride in this accomplishment and wish you the best at the Air Force competition."

FFS now is vying against other major command winners for Air Force honors.

"Friends of Family Support is a great organization that helps our own here at Laughlin and in the Del Rio community," noted Col. Dan R. Goodrich, 47th Flying Training Wing commander. "Friends truly exemplifies the motto: Together we XL!"

"Friends of Family Support is a great organization that helps our own here at Laughlin and in the Del Rio community."

-Col. Dan R. Goodrich
47 FTW commander



Photo by Airman Bradley Pettit

Sandra Keller, Project Stork representative, presents a basket of pacifiers, diapers and other baby items to one-month-old Carly T. Knight, daughter of 1st Lt. Todd and Carol Knight of the 87th Flying Training Squadron. A basket is presented to every mother when she brings her baby to the Pediatric office in the clinic for its first appointment. Project Stork is one of several programs used by Friends of Family Support to help the base's families.

***t*h*e* inside scoop**

Secretary speaks ...

F. Whitten Peters speaks his recent confirmation as the 19th Air Force secretary

Civilian appraisals ...

By next spring, Air Force civilians will be evaluated under a new appraisal program.

Recycling facts ...

Environmental flight addresses some fact and myths about recycling

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Page 3

Page 14

Drinking and driving: *what if, what if, what if ...*

By Staff Sgt. Russell Halsema

81st Training Wing

KEESLER AIR FORCE BASE, Miss. — Airmen Ken, Bill and Johnny left their dormitory just after midnight for a nightclub about 10 miles west of the base. None of the three had a car, so Bill borrowed one from a friend. Because Ken insisted on driving, Bill gave him the keys. Ken almost always wanted to drive, and neither of his friends were concerned about having Ken behind the wheel that evening.

The trip to the nightclub was uneventful, and the three arrived at about 12:45 a.m. The nightclub was a popular spot that allowed 18-year-olds on the premises, stamping the hands of minors (under age 21) to prevent them from being served alcoholic drinks. Patrons old enough to be legally served alcohol were given plastic wristbands.

Ken was drinking underage. Although he was only 20, some of his other friends saw him at the club that night wearing a wristband and drinking. Those who knew Ken knew he often went to the club and suspected he may have gotten a wristband from a “friend.”

No one mentioned to the club management that he was underage - and drinking a lot.

About 3:15, Ken came up to Bill and Johnny and told them he wanted to leave. When they got to the parking lot, Bill and Ken argued about who was going to drive. Ken had scratched the car earlier, and Bill was worried the owner would be upset if he saw Ken driving.

Despite his reservations, Bill, who hadn’t been drinking that night, gave in and handed the keys to Ken. They pulled out of the parking lot about 10 minutes later and headed east on a four-lane highway that would take them back to the base. The speed limit was posted at 45 miles per hour, and the east-and west-bound lanes were separated by a grassy, tree-lined median.

The heavily traveled highway bordered a waterfront area, and between the eastbound lanes and the water was a beach

with soft - and in many places deep - sand. A gradual left-hand curve followed the coastline.

Bill, who was sitting in the right rear passenger seat, thought he buckled his seat belt but didn’t remember hearing it “click.” Johnny, who was sitting in the right front passenger seat, made sure his seat belt was buckled. Neither remembered seeing Ken buckle up. In fact, according to Ken’s friends and coworkers, he rarely used his seat belt.

Both passengers fell asleep shortly after Ken pulled onto the highway. The car had gone only about two miles when a severe jolt woke Bill up. Looking out the window, he saw the car running off the road and into the sand. Glancing at the speedometer, which read 90 mph, Bill yelled at Ken, also waking up Johnny.

It was too late. The car plowed through the sand beside the road for 300 feet, went back onto the highway, veered left, then hit the median curb and became airborne. Flying about 90 feet, the car uprooted a large bush, then continued another 100 feet sliding sideways and striking a large palm tree on

the driver’s side door.

The car then either rolled or pirouetted (stood up on one end and spun) for another 38 feet, landing on the right rear and finally coming to rest on its wheels.

Before the car stopped, Bill (who wasn’t wearing his seat belt) was thrown out of the back window. Ken was thrown out of the driver’s side window and landed 52 feet away from the wreck. Johnny remained in the front seat, safely restrained by his seat belt.

Bill and Johnny were both conscious when an ambulance arrived to take them to the base hospital. Johnny was treated for lacerations and released. Bill was treated for a broken collarbone. Ken, who had massive head injuries and was unconscious, was taken to a civilian hospital where he died 2 days later.

Was Ken’s history of ruthless behavior a secret to his

See ‘What if,’ page 13

Before the car stopped, Bill (who wasn’t wearing his seat belt) was thrown out of the back window. Ken was thrown out of the driver’s side window and landed 52 feet away from the wreck. Johnny remained in the front seat, safely restrained by his seat belt.

Peters discusses becoming 19th Air Force secretary

By F. Whitten Peters

Secretary of the Air Force

It is an honor and distinct privilege to be confirmed as the 19th secretary of the Air Force. I greatly appreciate the confidence and trust the president, Secretary Cohen and the Senate have placed upon me to lead our nation’s Air Force into the 21st century.

The 20 months I’ve been part of the Air Force team have been challenging and extremely rewarding. General Ryan and I have formed a strong leadership team and will continue to remain focused on taking care of our outstanding people and laying the foundation for the expeditionary aerospace force that will meet the challenges of the new millennium. I look forward to continuing that effort in partnership with our total force – active duty, Guard, Reserve and civilians.

I look forward to serving our nation with the same sense of pride, dedication and commitment demonstrated by our outstanding Air Force men and women. They serve proudly, with great professionalism and make enormous sacrifices on behalf of our great nation. It is truly a privilege to be a part of the Air Force family.

(F. Whitten Peters was confirmed by Congress as secretary of the Air Force July 30.)

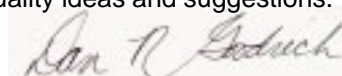
Actionline

Call 298-5351

If your question relates to the general interest of the people of Laughlin, the question and answer may also be printed in the *Border Eagle*. Before you call the Actionline, please try to work the problem out through the normal chain of command or directly with the base agency involved.

Thanks for your cooperation and I look forward to reading some quality ideas and suggestions.

(AETCNS)


Col. Dan R. Goodrich

47th Flying Training Wing commander



AAFES	298-3176
Accounting and Finance	298-5204
Civil Engineer	298-5252
Civilian Personnel	298-5299
Commissary	298-5815
Dormitory manager	298-5213
Hospital	298-6311
Housing	298-5904
Inspector General	298-5638
Legal	298-5172
Military Personnel	298-5073
Public Affairs	298-5988
Security Forces	298-5900
Services	298-5810
Social Actions	298-5400
FWA hotline	298-4170

Q: Hi! I am calling in reference to a yield sign that needs to be put at the intersection of Arizona Ave. and the flightline. There is a safety hazard for personnel entering and exiting from the flightline.

The area is on the north end of the flightline

near building 50, hangar 1. Thank you.

A: Thanks for calling! Members of the 47th Flying Training Wing safety staff surveyed the area in question and found the hazard to be valid.

A Civil Engineering work request has been initiated requesting the area be surveyed by professional engi-

neers and traffic control signs be installed as appropriate. A Risk Assessment Code has been assigned to the work request to expedite it.

Thank you for helping make Laughlin a safer place to live and work. As you have demonstrated so well, we ALL are part of the safety team!

Border Eagle

Col. Dan R. Goodrich
Commander
1st Lt. Angela O'Connell
Public Affairs officer
Senior Airman Mike Hammond
Editor
Airman Bradley Pettit
Staff writer

Published every Friday, except the first week in January and the last week in December, by the Del Rio News Herald, a private firm in no way connected with the U. S. Air Force, under exclusive written contract with the 47th Flying Training Wing, Laughlin Air Force Base, Texas. This commercial enterprise Air Force newspaper is an authorized publication for members of the U.S. military services. Contents of the Border Eagle are not necessarily the official views of, or endorsed by, the U.S. Government, the Department of Defense, or the Department of the Air Force. Photographs herein are official U.S. Air Force photos, unless otherwise indicated. The appearance of advertising in this publication, including inserts or supplements, does not constitute endorsement by the Department of Defense, the Department of the Air Force or Del Rio Publishing Company of the products or services advertised. Everything advertised in this publication shall be made available for purchase, use, or patronage without regard to race, color or religion, sex, national origin, age, marital status, physical handicap, political affiliation or any other nonmerit factor of the purchaser, user or patron. Editorial content is edited, prepared and provided by the Public Affairs Office of the 47th Flying Training Wing.

Deadlines, Advertising

News for the Border Eagle should be submitted to the 47th Flying Training Wing Public Affairs Office, Bldg. 338, Laughlin AFB, TX, Ext. 5262. **Copy deadline is close of business each Thursday the week prior to publication.** Advertising should be submitted to the Del Rio News-Herald, 2205 Bedell, Del Rio, TX, 774-4611. Advertising should be submitted by 4 p.m. each Friday. Submissions can be E-mailed to: michael.hammond@laughlin.af.mil or reginal.woodruff@laughlin.af.mil Visit Laughlin's website at <http://www.lau.aetc.af.mil/>

***“Excellence –
not our goal, but
our standard.”***
– 47 FTW motto

Safety Stats

As of July 30
(Fiscal Year)

	'99	Total '98
On-duty mishaps	4	11
Off-duty mishaps	11	7
Traffic mishaps	2	4
Sports & Rec mishaps	6	3
Fatalities	0	2

Civilian appraisal program changes

WASHINGTON – By next spring, Air Force civilians will be evaluated under a new appraisal program. The change is in response to feedback from supervisors, commanders and employees for a simpler and less time-consuming system.

“The job of appraising Air Force civilian employees is a very important responsibility,” said Deputy Chief of Staff for Personnel Lt. Gen. Donald L. Peterson. “While our old appraisal system served us well in the past, the new appraisal system is in direct response to customer feedback. Air Force commanders, supervisors and employees asked for an appraisal system that was understandable, less complex and less time-consuming to administer.”

There are three major changes in the program.

First, the new program will move to a

two-level rating system: acceptable and unacceptable performance. Employees will be rated on whether they meet or fail to meet performance element requirements.

Second, impact on mission accomplishment statements will be required for grades 14 and 15 for use in GS-15 screening boards. According to Air Force personnel officials, writing these statements is generally less work than is currently required to justify exceeding performance elements. The impact statements are optional for other grades.

Third, the new system includes a mandatory feedback form. The law requires feedback once during the rating cycle and Air Force officials say the form facilitates discussion between supervisor and employee.

In addition, the award justification has

been simplified to nine lines as opposed to the current written narrative for performance elements. For grades 14 and 15, what is written on the mission impact statements can be used as the award justification, serving a dual purpose.

Management has until December 1999 to negotiate implementation with local unions and allow at least 90 days under the new program – the minimum appraisal period – to render ratings in March 2000 using the new system.

Air Force Chief of Staff Gen. Michael E. Ryan said, “The new Air Force civilian appraisal program is responsive, simple, understandable, fair and credible. It allows our civilians the benefit of regular feedback and is more time-efficient for commanders and supervisors.”

(AFNS)

Bank of America performs credit checks for government cardholders

Bank of America has started performing credit checks on government Visa travel card applications received after July 1.

If the credit score of an applicant falls below a cutoff score established by Bank of America, the bank will recommend that the individual receive a restricted card. A score below the cutoff level may reflect poor credit history or a lack of credit history.

A restricted card has a credit limit of \$1,250 – compared with \$5,000 for a standard card. The bank will also issue restricted cards to those who do not permit a credit check to be performed.

The following procedures will be used by Bank of America and Air Force officials in processing bank recommendations regarding restricted cards. Bank of America will issue standard cards to all individuals unless the steps below are followed:

If an individual refuses to allow a credit check, Bank of America will automatically issue a restricted card.

If a credit check is authorized, and the credit score falls below Bank of America's cutoff point, Bank of America will phone the unit-level agency program coordinator and either recommend or strongly recommend (depending on credit history) that a restricted card be issued. APCs have access to sensitive information (social security number, payment history and card usage) and, when appointed, should be advised that it must not be divulged to unauthorized individuals. As these credit checks begin, APCs must ensure that sensitive information be given only to authorized individuals.

When phoning an APC, Bank of America will only make a recommendation and will not indicate the reason as either poor credit history or no history. Bank of America is responsible for safeguarding details of credit information and for resolving questions raised by individuals.

If Bank of America recommends a restricted card, but is not able to contact the APC within three days, a restricted card will be issued. This policy ensures that issuance of the card is not unduly delayed.

If the bank recommends a restricted card based on a credit check, commanders acting through their APCs may override the bank's recommendation and have a standard card issued. Commanders may establish criteria for deciding whether or not to accept the bank's recommendation. However, unless a restricted card would adversely affect the individual's military mission, the Air Force comptroller recommends that commanders follow the bank's recommendation.

The physical card will not indicate in any way that it is restricted or standard. Nor will Bank of America or the Air Force tell an individual that his or her card is restricted or standard. But, every individual will be sent a form from the bank specifying the credit limit on his or her card.

If a new cardholder asks why his or her credit limit is lower than those on other new cards are, the person should be told that the lower limits are based on the bank's recommendation. The Air Force does not know the specific reason. The individual can be assured that, according to Bank of America, the act of recommending or assigning a restricted card will not adversely affect one's credit. Regardless of the nature of the card, commanders may increase credit limits at any time if they believe that mission requirements dictate a higher limit. Commanders can also lower limits. This can be done by the APC for any length of time.

If an individual wants further information about the bank's recommendation or his or her credit check, or if they question the results, they should be told to contact Bank of America directly by using the 1-800 number on the back of the card. The Air Force will not become involved in resolving questions or disagreements about credit checks or credit history.

Questions about these procedures should be addressed through the APC chain of command, which extends from units to bases to commands to the Air Force comptroller program coordinator. For further information, contact Staff Sgt. Jeffery Howard at 5297 or Barbara Voss at 5507.

(Courtesy 47th Comptroller Flight)

**Deadline for submission of material for the
Border Eagle is Thursday, the week prior to publication.**

The *XL*er

Hometown: Wellston, Ohio.

Family: Wife, Kelly; sons, Sean, 10, Alec, 5.

Time at Laughlin: 10 years.

Time in service: 19 years.

Why did you join the Air Force? I felt the Air Force was the best opportunity for a career.

Name one way to improve life at Laughlin: Bring back the drive-in theater.

Greatest accomplishment: Sean and Alec.

Long-term goals: Either retire with all my teeth, or retire with enough money to buy land with lots of acreage.

Hobbies: Hunting, fishing, camping and softball.

Favorite food: Steak, lobster and french fries.

Favorite beverage: Beer (the beast).

Bad habit: I swear too much.

Motto: The difference between ordinary and extraordinary is that little extra.

If you could spend one hour with any person in history, who would it be and why? Abraham Lincoln. I admire his open-mindedness, courage and vision. Plus, I would have told him not to go to the play. It stinks!



Photo by Zenaphir Bond

Brad Potter
47th Operations Support Squadron

XL Volunteer

What do you do as a volunteer? I help out at the XL Fitness Center by doing maintenance work and other things as needed and also by being the original epitome of physical fitness.

How long have you been a volunteer?

I have been helping out at the XL Fitness Center since 1997 during the winters and summers.

Why do you volunteer?

I volunteer because I really don't have anything to do at home. By volunteering, I learn new things and procedures that I may be able to apply in my surroundings in the future.

What benefits do you receive from volunteering?

The benefit I receive is having the personal satisfaction



Photo by Benjamin Forman

Thomas Sukalski
47th Services Division

of contributing to the betterment of the XL Fitness Center.

From the Blotter

(47th Security Forces Squadron)



July 21, 2:21 p.m. – Security forces responded to a report of a domestic disturbance in the housing area. An active-duty member was apprehended and released to his commander and first sergeant.

July 23, 11:45 p.m. – An active-duty member reported \$80 missing from his wallet, left unsecured at the base gym.

July 24, 9:47 a.m. – Security forces responded to a 911 call to render medical assistance to a dependent family member who was injured in the base housing area.

July 24, 11:58 a.m. – A gym employee called 911 to report a dependent family member had potentially broken his ankle.

July 25, 12:19 p.m. – Security forces detained

an individual on the Leaning Pines Golf Course who was determined to be a citizen of Mexico who had illegally entered the United States. The individual was turned over to the U.S. Border Patrol.

July 25, 6:15 p.m. – An AAFES employee reported someone left the gas station without paying.

July 26, 12:20 p.m. – An employee at the South Winds Marina reported vandalism to the public restroom and laundry facility.

July 27, 8:17 a.m. – Laughlin Civil Service Aircraft Maintenance personnel detected an individual taking pictures on the flightline and immediately called the Law Enforcement Desk. The individual was detained and brought to Base Operations to obtain proper clearance.

EMERGENCY CALL 911, NON-EMERGENCY CALL 5100

47th Medical Group

All Laughlin service members traveling to Wilford Hall Medical Center or Brooke Army Medical Center should stop by WHMC or BAMC outpatient records section to fill out information for the new blue outpatient card at each facility. Please allow one hour for processing.

Members with medical appointments at civilian facilities should go to the Tricare office as soon as possible after their visit with all paperwork and the results of examinations or procedures to ensure the best quality of care.



Laughlin's recurring bird air strike problem is greater concern than Y2K?

By 2nd Lt. Greg M. Kuzma
47th Flying Training Wing

Just how severe is the problem of bird air strikes? Is it worse than Y2K? Will it ever cease to be a problem? These types of questions and more bewilder aviators and mission planners worldwide.

Bird air strikes have been a recurring problem since aviation

began and Laughlin has certainly not been immune. Strikes such as the one in September 1992, where a bird struck a T-38 Talon - shattering the canopy and flaming out an engine - can happen to anyone. Capt. Walt Flint and 2n Lt. Harley Bryant, a student pilot, were flying a low-level training mission at 1,000 feet near Big Bend National

Park when they encountered the bird. "I didn't see the bird prior to impact," said Flint. "It was as if someone had thrown a brick through your windshield." Fortunately, they were able to land safely back at Laughlin.

Another bird strike incident occurred recently with a T-38 Japanese student pilot, 2nd Lt. Katsushi Hashimoto, on a solo

sortie in the pattern. The plane's right engine ingested a turkey vulture and the lieutenant was forced to shut down his engine. "I never thought it would happen to me," said Hashimoto. Despite his surprise, he was able to land safely with one engine.

Lt. Col. Jason Barlow, 47th Operations Group deputy commander, was the chief of wing

safety from November 1996 to March 1997. He said he feels this is a very significant problem. "We have had three or four catastrophic bird strikes in the past several years, but we've had dozens of lesser strikes each year - usually worse during migration season."

"You can only count the strikes you do have to measure your success," said Barlow. "The less strikes the more effective your prevention program seems."

Another former chief of wing safety, Lt. Col. Curt Quimby, 47th Operations Support Squadron commander, agrees. "This issue has caused lost flying operations of up to a week," he said. "We have had to fly six days a week to catch up."

What can be done to minimize the bird population at Laughlin? Quimby feels a proactive integrated approach is best. "Just using one or two measures will only treat the symptoms and not the problem," said Quimby. "A passive system involves cannons, air-poppers and draining of standing water where an active system considers the use of bird hunters and predatory birds such as falcons."

In the past, migrating birds have made Laughlin their new home. In October 1998, these birds flew above and around the flightline - shutting down flying operations for a week. Lt. Col. Bruce Juselis, chief of wing safety, said he's concerned that this particular flock of birds will be back in October. "Shutting down operations for any amount of time affects our air power in the big picture," said Juselis. "This causes pilot classes to fall behind and backlog the system. This negatively effects the United States' ability to globally reach around the world."

Laughlin officials has reviewed a number of initiatives to help make the skies overhead more safe from a bird hazard. Plans for taking a more proactive approach in the future now exist. With the fall season of bird migration approaching, time will tell the success of these efforts.

Laughlin celebrates 50 years of Air Force Chaplain Service

Laughlin celebrated the 50th anniversary of the Air Force Chaplain Service July 29th at Club XL.

Chaplain (Lt. Col.) Richard Hartwell, former 47th Flying Training Wing chaplain, was the guest speaker at the event.

On Sept. 18, 1947, the Air Force became an independent service, and Gen. Carl A. Spaatz was appointed as its first Chief of Staff Sept. 26 of that year.

At first, Army Chaplains served the new Air Force. Air

Chaplain Charles I. Carpenter, under the direction of the Army Chief of Chaplains, assisted in the management of these chaplains within the Air Force.

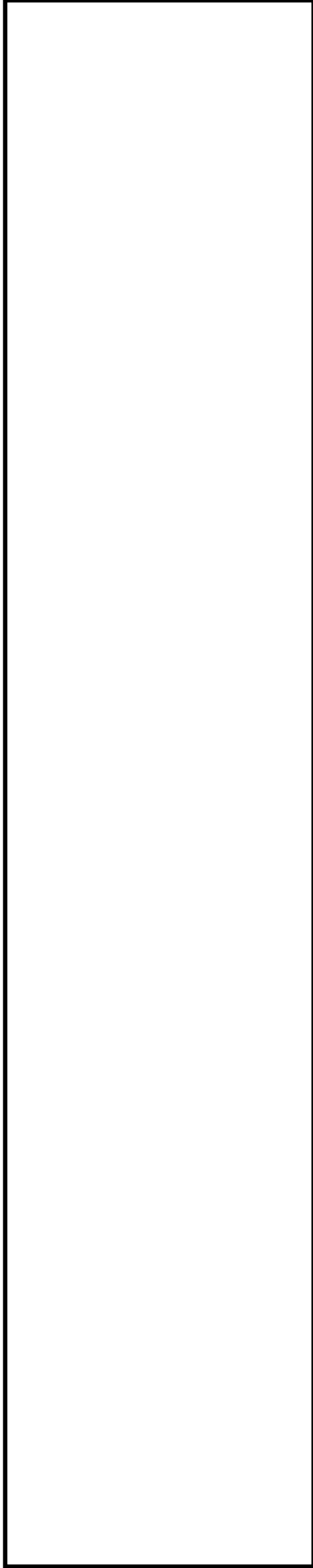
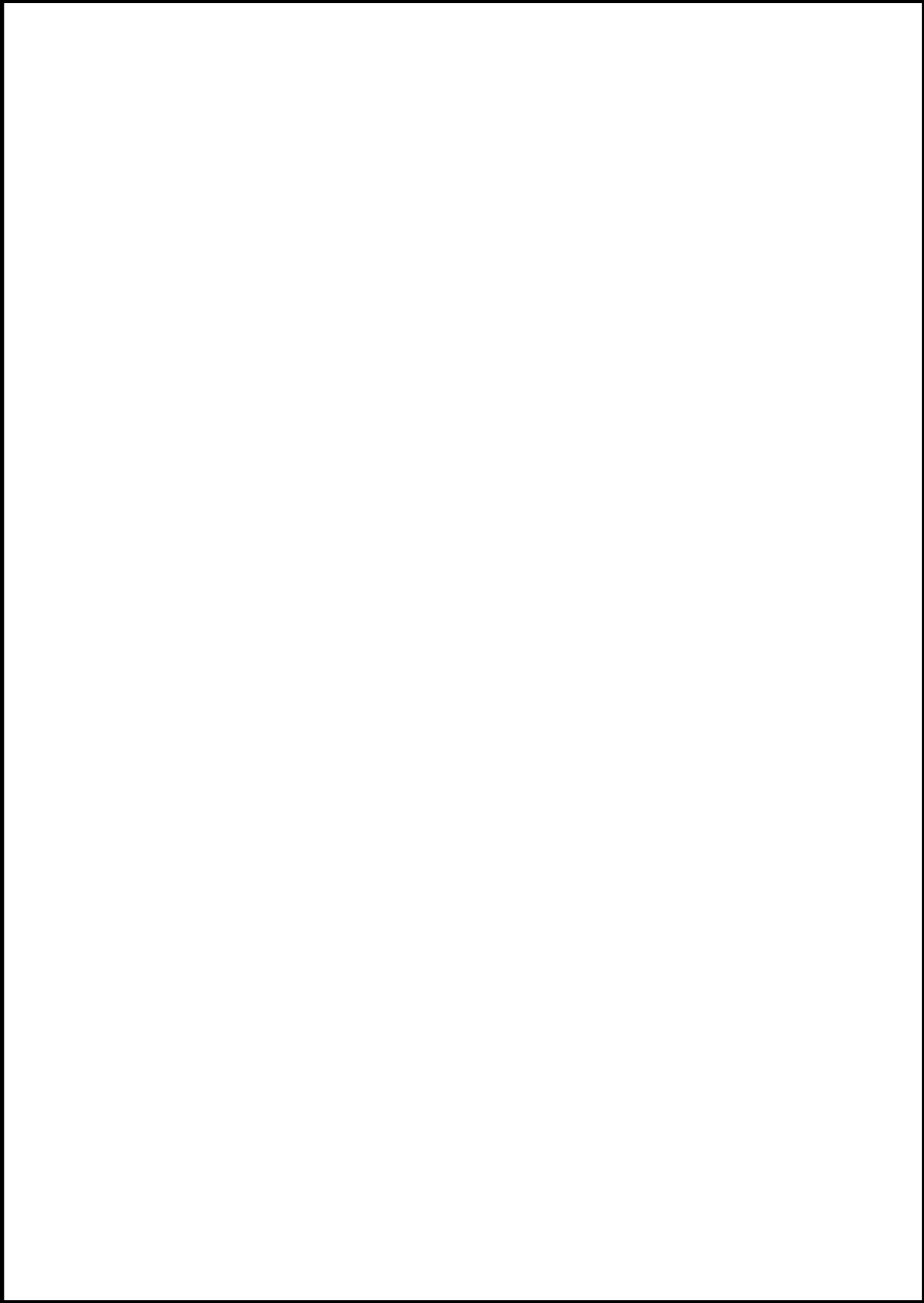
Within months of the Air Force becoming a distinct service, Chaplain Carpenter and those serving under him began to press for a separate Air Force Chaplain Service. Top Army leaders and Gen. Spaatz opposed the idea initially, but the chief of staff changed his mind at the urging of Air Chaplain Carpenter, Army

Chief of Chaplains Miller and several Air Force generals.

What persuaded them? The need for the Air Force to control all of its forces and the conviction that effective religious ministry depends upon identification of the chaplain with the airmen.

The Office of the Air Chaplain became the Office of the Chief of Air Force Chaplains on June 11, 1948, and Chaplain Carpenter was designated as its first chief. In 1949, the process of building the Air Force Chaplain

Service began. On May 10th, Secretary of Defense Louis A. Johnson signed a “transfer of order” – establishing the authority for a separate Air Force Chaplain Service. Orders transferring chaplains to the Air Force became effective on July 26, 1949, the day recognized as the birthday of the Air Force Chaplain service.



Question of the week

NFL training camps are in place, who is your favorite team?



"San Francisco 49ers. Because just like the state (California) you might shake us up and knock us down with earthquakes, but we keep coming back for more."

Maria Scott

47th Communication Squadron



"Green Bay Packers. I was born a chesehead, and I'll always be a cheesehead."

Doug Peckam

47th Combat Support Group



"Green Bay Packers of course! I always root for my home team."

Kelly Potter

47th Mission Support Squadron



"My favorite team is still the Dallas Cowboys because they are Texas' team and mine."

Dolores Torres

47th Contracting Squadron

Children’s Crusade offers Christian lessons, fun environment

Editorial by
Benjamin Forman

Puppet shoplifts at an Army and Air Force Exchange Service Shoppette? What would happen if a puppet named Dawson was caught pocketing a candy bar at the AAFES Shoppette? How would the sales clerk apprehend this stuffed villain with dizzy eyes? Find out at Heaven Bound Children’s Crusade.

Sheila Newsright is always looking for a big news story for Channel 4 News. This reporter’s search lands her on the shore of Nineveh where she interviews a man who was barfed up on the beach by a whale. Who is this man who smells like last week’s tuna sandwich? Why was he swallowed by a whale? Again, the answer may be found at Heaven Bound Children’s Crusade.

Join Chaplain (Capt.) John Forman and family – and yes,

Dawson, Sheila Newsright and the fishy man – at the Laughlin Base Chapel for five evenings of songs especially for kids, Bible story skits, puppet shows, Bible lessons and more. This crusade will provide children and their friends with the opportunity to have fun while watching the performances. Prizes will be awarded to those who bring the most first-time guests.

This program is scheduled August 23 – 27 from 6 to 7:30 p.m. The crusade is open to adult and children of all ages; however, children 3 years and under must be with a parent or adult guardian at all times.

The Heaven Bound Crusade debuted in April 1998 at Scott Air Force Base, Ill. “It was very successful,” said Sharon Forman, codirector of the crusade. “The children who attended really enjoyed it.” “The reason for putting Heaven Bound together was

to teach young boys and girls (and those young at heart) about Christ,” said Chaplain Forman. “This is why there will be an invitation every evening for those desiring to receive Jesus as their Savior to come forward and pray with a trained altar worker,” he continued.

The upcoming crusade marks the second performance of the Heaven Bound Children’s Crusade. These crusades have been held at base chapels; however, they are not restricted to the military. The Forman family will host a Heaven Bound Children’s Crusade at local churches upon request.

Attending children will be provided the opportunity to be entertained while enhancing their Christian faith. The crusade was put together to teach Biblical morals. For more information, call Chaplain Forman at 298-5111.

Chapel Schedule

Catholic

- Daily Mass 12:05 p.m.
- Saturday Mass 5 p.m.
- Sunday Mass 9:30 a.m.
- Confession 4:15 - 4:45 p.m. Saturday, or by appointment.
- Choir 6 p.m. Thursdays.
- Sunday school 11 a.m., religious education building.

Protestant

- General worship 11 a.m.

Jewish

- Max Stool
- 219 West Strickland St.
- Del Rio, Texas
- Phone: 775-4519

- Bible study video luncheon 11 a.m. Thursday, chapel fellowship hall.
- Sunday School, 9:30 a.m., religious education building.

For more information on chapel events and services, call 5111.



Air dog fight training pits brother against sister

By Staff Sgt. Gino Mattorano
51st Fighter Wing Public Affairs

OSAN AIR BASE, Republic of Korea — Most families get together and have barbecues, but a brother and sister recently got together for a combat reunion 30,000 feet above the Korean peninsula.

Capt. Ken Ekman, an F-16 pilot with the 36th Fighter Squadron here, and his sister, 1st Lt. Katie Ekman, an F-15 pilot with the 67th Fighter Squadron, Kadena Air Base, Japan, had the rare opportunity to battle each other in an aerial dogfight July 23.

The pair, both Air Force Academy graduates, were part of an air-to-air combat training flight arranged between the two squadrons.

“We don’t get the chance to train against dissimilar aircraft very often, so when the 67th offered us the chance to train with them, we gladly took it,” said Captain Ekman. “The fact that Katie was going to be part of the flight made it all the more exciting. We’ve never had the opportunity to fly fighters together.”

The chance to take part in the training was a great opportunity for everyone involved and the uniqueness of the situation was just the icing on the cake for the Ekmans.

“When we heard Ken’s voice on the radio, my flight leader said, ‘there’s your brother,’” said Lieutenant Ekman. “I didn’t approach the training any dif-



(Photo by Tech. Sgt. Lance Cheung)

First Lt. Katie Ekman, 67th Fighter Squadron F-15 pilot at Kadena Air Base, Japan, and her brother, Capt. Ken Eckman, F-16 pilot, 36th Fighter Squadron, Osan AB, Republic of Korea, discuss the similarities and differences between the cockpit instruments of an F-15 and an F-16.

ferently, but it was really cool knowing we were both sharing the same piece of sky.”

The original plan was for six F-15s to engage four F-16s in a simulated air battle, but technical difficulties prevented four of the F-15s from participating, so the air battle turned out to be a bit of a mismatch, according to Captain Ekman.

So who came out the victor in this brother-sister fight? Neither one would

say, but both agreed that it was an experience they’ll never forget.

Captain Ekman, the elder of the pair, began flying at 16 when his father bought a glider to teach his children the art of flight.

“I was in the eighth grade and we were living in Saudi Arabia when I first decided I wanted to be a pilot,” said Captain Ekman. “I watched an F-15 do an aerobatics demonstration, and I was so impressed I decided I wanted to fly.”

Lieutenant Ekman, who is five years younger than the captain, not only had her dad to inspire her to fly, but she had her older brother who shared his desire to fly with her.

“I was a sophomore in high school when my dad began to teach me to fly the glider,” said Lieutenant Ekman. “Ken was at the Air Force Academy at the time, and we would fly together when he came home. But it wasn’t until I went to his graduation from the academy and we spent that summer flying together that I decided I wanted to go into the Air Force and fly.”

And fly they both did. Captain Ekman graduated from the Air Force Academy in 1991, and after completing undergraduate pilot training at Sheppard Air Force Base, Texas, went on to fly the F-16.

Lieutenant Ekman followed in her brother’s footsteps, graduating from the Air Force Academy in 1996. She also completed UPT at Sheppard, going on to fly the F-15.

With three pilots in the Ekman family, traditional family get-togethers usually involve a lot of flying stories.

“When we all get together, dinner table conversations often center around flying,” said Captain Ekman. “Sometimes my mom has to step in and tell us to knock off the ‘shop talk.’”

(Courtesy of Pacific Air Forces News Service)

Where are they now?

Name: Lt. Col. William J. DelGrego
Class/Date of graduation from Laughlin:
Class 82-06, June 82.
Aircraft you now fly and base you are stationed at: F-15E, Seymour Johnson Air Force Base.
Mission of your current aircraft: Deep strike.
What do you like most about your current aircraft? LGBs, killing targets, looking for MiGs.
What one thing do you dislike about your current aircraft? Nothing.
What was the most important thing you learned from your time at Laughlin, besides learning how to fly? Air Force life, friendship, hard work and hard play.
What is your most memorable experience



Courtesy photo of F-15

from Laughlin? Jet drop night. (I got an F-4.)
What piece of advice would you give SUPT students at Laughlin? Don't believe the stuff you read in the Air Force Times; OPSTEMPO is only a problem in your mind. Remember your serving your country, not IBM.



Photo by Staff Sgt. Reginal Woodruff

Rewards of cleanliness

Airman 1st Class Carla Locklear, 47th Medical Group, does the little things that earned her room the 47th Flying Training Wing Semi-Annual Outstanding Dormitory Room award, presented July 26 at the 47 FTW Quarterly Awards Luncheon. Locklear's room was selected by Col. Dan R. Goodrich, 47 FTW commander and Chief Master Sgt. Randy Crist, 47FTW command chief master sgt., ahead of five other group winners, based on neatness, cleanliness, personal décor and use of space.

Did You Know?

Presenting the facts and myths about recycling

■ Five recycled plastic bottles make enough fiberfill to stuff a ski jacket

■ One ton of recycled paper uses: 64 percent less energy, 50 percent less water, 74 percent less air pollution, saves 17 trees and creates five times more jobs than one ton of paper products

from virgin wood pulp.

“Not only is it important to reuse products at home before we recycle them, it is important to reuse the products after they have been recycled by purchasing recycled products,” said Jamie Klein, 47th Civil Engineer Squadron, environmental flight.

Checking for the recycling symbol on a product is as easy as finding the price tag or looking for fat content, she continued. A recycling symbol with solid arrows means the product is made from recycled materials, while hollow arrows mean the product is recyclable.

Recycled product myths

Recycled content products are hard to find:

This may have been true in the past; however, the environmentally-savvy companies of today provide numerous opportunities for today’s shopper to recycle. From the neighborhood grocery store to national retailers, stores sell thousands of products made from or packaged in recycled content material. Ask your retailers or suppliers to offer more recycled-content products

or indicate in their catalogues which products contain recycled content. Read the labels on paper and plastic items, and look for ‘safe bets’ such as steel, aluminum, and glass.

Recycled content products aren’t as good as non-recycled products:

Recycled content products often share the same performance characteristics as their virgin equivalent. Recycled content products often look no different and offer the same level of reliability and functionality as non-recycled products.

Recycled content products cost more:

Many recycled content products are priced competitively with their non-recycled counterparts. In fact, some (such as retread tires) may be less expensive! Take time to investigate prices.

Recycled content products are inferior in quality:

This is simply not true. Recycled content products have the same quality, reliability, and dependability. In fact, these days, recycled content products undergo the same stringent testing and exacting performance documentation to which virgin products are subjected.

Here are a few shopping tips that can help you do your part to close the recycling loop.

■ Check the chasing arrows to see if the product is recycled or recyclable.

■ Paper towels, garbage bags, greeting cards and toilet paper are good examples of grocery store items that are commonly made from recycled materials.

■ Paperboard containers that are gray on the inside usually have high post-consumer content. Crackers, cereals, and macaroni and cheese are goods commonly packaged in paperboard.

■ Aluminum, glass and steel also have high post-consumer content.

If you have any innovative ideas or tips on how to reuse commonly purchased products, please share them with Laughlin by calling Jamie Klein at 298-5156.

(Information and statistics provided by, and courtesy of, 47 CES environmental flight)

‘What if,’ from page 2

friends? No. He had a reputation as a “party person” and was known to be an underage drinker. The night he got behind the wheel for his final ride, his blood alcohol level was 0.198 - more than twice the amount considered to be legally drunk in most states. Also, those who had ridden with him described him as aggressive, chance-taking and a speeder.

Was Ken responsible for his own bad choices that night? Certainly. Could his friends have made a difference? What if they hadn’t looked the other way while Ken broke the law and drank underage? What if they had been firm instead of handing the car keys to a drunk driver with a reputation for reckless driving?

What if, what if, what if ...

(AETCNS)

DoD launches two programs aimed at reducing stress on service members

By Douglas J. Gillert
American Forces Press Service
WASHINGTON — On the heels of the first White House Conference on Mental Health, DoD has launched two new initiatives aimed at reducing stress and suicide among service members and their families.

President Clinton announced the new DoD programs June 7. The first is designed to help service members and their families learn to manage stress associated with frequent deployments, family separations and other life issues. The second initiative tackles the issues of suicide.

A new DoD directive requires that all service members and health care providers receive training in combat stress control and assigns a mental health consultant to each unified command surgeon. A reinvigorated suicide prevention program will identify and implement the best practices from among the service departments, integrate the delivery of mental health services between agencies and develop a robust data base to guide program planning and implementation.

Both initiatives call for greater support from line commanders.

The two initiatives require similar resources, said Dr. Sue Bailey, assistant secretary of defense for health affairs. She said DoD's goal is to strengthen and unify programs the services already have. Moreover, she added, DoD wants to remove the stigma often associated with mental health difficulties.

"It's an issue for society as a whole. There has been stigma associated with any mental illness or emotional disturbance.

Particularly, we're looking at cultural change in the military," Bailey said. Commanders must be involved so troubled people know they can step forward and seek help without threatening their careers, she said.

Increasing peoples' ability to cope with stress requires an openness that could conflict with an individual's need for privacy, Bailey admitted. But it's important commanders and supervisors know if somebody under their command is suffering

from emotional problems, particularly if that person's job involves individual, organizational or national security, she said. The services' have programs to help members recover. While in them, service members may need a job change or duty restrictions, but with successful treatment they usually return to their old jobs, Bailey said.

There is no return from suicide, however. Bailey said she's encouraged by an Air Force prevention plan that has reduced suicides by four-fifths. "The average suicide rate for the military is 12 per 100,000 people," she said. "In the Air Force program, we found that in the first six months of 1999, the rates came down from about 15 per 100,000 to 3 per 100,000. So we're seeing what we think are real positive results from the program they've initiated."

The Air Force suicide prevention program focuses greatly on community involvement, Bailey said. Mental health professionals counsel and support troubled people, but so does the entire community, including churches, schools, family services and others, by forming a circle of help to rescue somebody from the turmoil of emotional and mental despair, she said.

DoD's program will build on the Air Force's and blend in the best practices of the other services' programs, Bailey said. "We will work together to share our resources, experience and data," she said. Some aspects of the program will be uniform across DoD, while others will be tailored to meet the needs of the specific services or other groups, such as members of different services who deploy together. The program will be fully implemented by the end of 1999, Bailey said.

"National security depends on a military force that is healthy and fit, both physically and mentally," Bailey said. She said she's encouraged by a 1998 health behaviors survey that reveals more service members are finding positive ways to deal with stress. "The survey indicates that service members are experiencing a greater level of access to programs within the community and through our medical system," she said. "They are also seeking out things such as exercise as a means of coping with stress.

“National security depends on a military force that is healthy and fit, both physically and mentally,”

Dr. Sue Bailey
Assistant secretary of defense for health affairs.

Whatever everyone should know about sexually transmitted diseases

By Airman 1st Class Leslie Puckett
47th Medical Group

Sexually transmitted diseases are among the most common infectious diseases in the United States today. More than 25 STDs have now been identified, and they affect more than 13 million men and women in this country each year. The annual comprehensive cost of STDs in the U.S. is estimated to be more than \$10 billion.

Abstinence (not having sex) is the only 100% way to avoid STDs. This is a decision that only you can make. If you decide not to choose abstinence as a means of prevention, learn and practice safe sex. Although not 100% effective, condoms are highly effective in preventing STDs, including AIDS (HIV infection). The failure rate for male and female condoms when used correctly is 3 and 5 percent. The failure rate when not used properly is 12 percent for the male condom, and 21 percent for the female condom. Some "common sense" prevention methods include knowing your partner, and washing and

using the restroom after sex. Drinking alcohol may also impair your senses, placing you at a greater risk of contracting an STD.

Sometimes people are too embarrassed or frightened to ask for help. Most STDs are easily treated, however, there are some that are not curable (HIV, Herpes), while others could lead to eventual death (AIDS). The earlier a person seeks treatment and warns sex partners about the disease, the less likely the disease will do irreparable physical damage, be spread to others, or in the case of a woman, be passed on to a newborn baby. Treatment and counseling for STDs is strictly confidential. Public Health offers a variety of educational material on STDs and safe sex.

Male and female condoms, as well as instructions on proper use are readily available for you to take on a walk-in basis at the Public Health office.

Remember the only way to ensure 100 percent protection from STDs is abstinence! If you have any questions or concerns, contact Public Health at 6380.

Mosquitoes – they're back

OUCH, OUCH! It's that time again. The mosquitoes are back and biting with a vengeance. Many may wonder why it seems mosquitoes have it out for them more than anyone else? Well, it may be because those people are unintentionally harboring the insect's favorite breeding sites, right in their yards. Favorite breeding sites are areas of standing water that collect in empty cans, clogged roof gutters, birdbaths, pet dishes, and tires due to recent rain and watering lawns. Eliminating such breeding sites can reduce the number of mosquitoes around homes surroundings.

Public Health actively surveys mosquito activity during the breeding months to identify disease carrying vectors. Base Entomology has conducted pesticide application to help control these nuisance pests.

For information on eliminating breeding sites or if you know of problem areas on base, contact the public health office at 6380.

Courtesy 47th MDG public health

Pilots show families path to wings

By Airman Bradley Pettit
Public Affairs

When pilots pin on their wings here, it marks the end of 52 weeks of intense training. But when they take their parents on a red carpet tour, they are able to show all they have accomplished, and the road they took to get their wings.

Red carpet tours are walking tours for graduating pilots to take their parents through the simulator building and explain the mechanics of aircraft simulators and how they differ from actual aircraft, said Richard Weyer, a quality assurance representative for Boeing.

"These (tours) started when the simulators were first built and everyone wanted to see what they were all about," said Weyer. Taxpayers wanted to know where their money was being spent and parents liked to see what their kids had been doing for the past year, he explained.

Several different flight simulators are located throughout the building. These include T-37, T-38 and T-1A simulators, which help pilots train before they actually get to climb into an aircraft cockpit, said Weyer.

The pilots can give their parents a brochure, which explains the intricate workings of the simulators. This way, parents can see the simulators from two perspectives, said Weyer. They get the technical side from the brochure and the personal



2nd Lt. Phillip Leone of class 99-12 shows Alex Boyd the operations of a T-37 simulator during the Red Carpet tour for his family.

angle from their sons and daughters, he continued.

Sometimes parents even get to take a simulator ride of their own. This simulator tour is normally separate from the red carpet tour and is done on a space-available basis. This tour must be scheduled in advance.

When a parent actually sits in a cockpit, it really adds spice to a tour, said Weyer. "It's

what you'd call the difference between a 50-cent and a 75-cent tour, but it's free," he said.

Tours are also available to schools and other tour groups arranged through 47 FTW Public Affairs. In these cases, the tour guide is usually an employee in the simulator building.

Who is touring doesn't change anything; the red carpet is rolled out for everyone.

Motorcycle safety keeps skin off road

Every day dozens of people are injured or killed while driving their motorcycles on America's highways.

According to Air Force Statistics, motorcyclists, although not at fault in many motorcycle-vehicle collisions, account for about 25 percent of Air Force private motor vehicle deaths.

The following statistics are offered by the Motorcycle Safety Foundation can help to reduce the risk of motorcycle accidents.

- Slow down on wet roads and avoid puddles.
- Wear a helmet to protect yourself from serious head injury.
- Wear brightly colored clothing.
- Be alert at intersections.
- Watch for vehicles that may unexpectedly turn in front of you or pull out from a street or driveway.
- Check your rearview mirrors before changing lanes or stopping. A quick stop without checking rear traffic may result in a collision. Watch the road surface and traffic well ahead to anticipate problems and road hazards.
- Don't weave in and out of traffic.
- Don't tailgate or let other drivers tailgate you.
- Pass only when it is safe to do so.
- Don't drink and ride. More than 40 percent of all motorcycle fatalities involve a rider who was drinking.
- Stay out of automobile's blind spots. These blind spots are to the left and right rear of the vehicles.
- Use your brakes wisely. Brake very slowly on slick surfaces.
- Adjust the speed to the condition of the terrain and your capabilities. Gravel on the road and slippery road surfaces can be hazardous. Avoid sudden braking or turning on such surfaces.
- Since motorcycles are less visible than automobiles, leave the headlight on anytime while riding.
- Be alert at intersections.
- Watch for vehicles that may unexpectedly turn in front of you or pull out from a street or driveway.
- Never pass someone on a hill.

Operating a motorcycle requires very precise coordination. Drinking, drugs (even over the counter), fatigue, speeding and unsatisfactory road or weather conditions take their toll on coordination. Think before you ride.



Photo by Airman Bradley Pettit

Stair master!
J.F. Rodrigues, retired civilian, works out on one of the five Trotter treadmills available at the XL Fitness Center. These particular machines have a unique wax foundation which provides for a better workout and is easier on the knees.

Golf tournament needs golfers

The Leaning Pine Golf Course will host an Air Force golf tournament Sept. 4 if at least seven four-man teams sign up to play.

The Air Force Golf Classic is a three-level, four person, team net scramble event which will be conducted at 71 bases worldwide.

The base tournament will consist of 18 holes. The winning teams will advance to a regional tournament and the number of teams advancing will depend on the number of entries at the base

level.

At the regional tournament, the top teams will qualify for the finals in November at the Walt Disney World resort in Florida.

“We are excited to bring our customers this one-of-a-kind, three-phase worldwide golf tournament,” said Marilyn Couch, chief of 47th Services division.

For more information on the Air Force Golf Tournament, contact Roy Goodwin, Leaning Pine Golf Course manager at 5451.

Hoopin’ it up!

A basketball conditioning program will be held every Monday through Thursday from 6 p.m. to 7:30 p.m. at the XL Fitness Center for several weeks.

This conditioning program includes plyometrics, a way to develop power, quickness and explosiveness. Passing, ball handling, rebounding, shooting and fast-break drills and many more exercises will also be included.

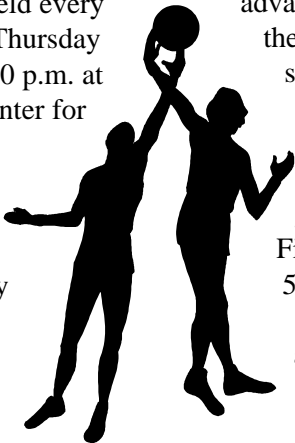
These drills are designed to

help the beginner as well as the advanced player improve their technical skills while strengthening their overall physical body.

For more information on this program, contact the XL Fitness Center at 298-5326.

Coaching the teams are Roderick Robinson and Eric Silver.

Everyone is welcome to attend.



Bicycle race

At the mountain bike rally held here Saturday, eight people participated in the 9 mile race.

The race was one of the 24 special events that the XL Fitness Center holds every year.

1st place
Mark Biggs (29:31)
Carey Devins (38:24)

2nd place
John Hackethorn (33:40)
Debra Blanks (43:00)

3rd place
Lance Devins (33:41)

XL Fitness Center hours

Monday - Thursday
5 a.m. to 12 a.m.

Friday
5 a.m. to 8 p.m.

Saturday, Sunday,
holidays and goal days
9 a.m. to 8 p.m.

Intramural softball standings

(as of Thursday)

Team	<u>W</u>	<u>L</u>
OSS	8	0
86th	4	3
84th/85th	4	2
47 Med	4	4
87th	4	2
CES	3	3
LCSAM	5	3
LSI	2	4
MSS	0	7
CS/CONS/SVS	1	7



Photo by Staff Sgt. Reginal Woodruff

I'm here

Airman 1st Class Wendy Winters, 47th Civil Engineering Squadron, shows off her 'XL' bundle of joy, Megan Rylee Winters. Megan is this year's 'Wing Baby', the 47th baby born to parents stationed here. The Winters received a wing coin and an wing scarf from Col. Len Jarman, 47th Flying Training Wing, vice commander, and a basket of baby necessities from Kathy Kesaed on behalf of the Medical Spouses' Group. Megan's father, Staff Sgt. Charles Winters, 47 CES, is on remote assignment at Kunsan Air Base, Korea.

Web module

The Benefits and Entitlements Service Team announced the arrival of the Thrift Savings Plan Web module.

BEST loaded the TSP module to its web site. As a part of the TSP module, employees can view current coverage, view or void projected transactions, stop TSP contributions and make TSP open season elections. General information for TSP is also available. The number for BEST is 1-800-997-2378.

Contact the Civilian Personnel Flight for further information.

Social

The Officer Spouses' Club 'It's Not Just Ice Cream,' welcome back social, is scheduled for Aug. 24 at 6:30 p.m. at Club XL. All members and eligible members are invited. The social is free to all members and guests. Heavy hors d'oeuvres and a sundae bar will be will be served.

Reservations are needed by Aug. 20 to Theresa Reneau at 298-1206 or Stacey Lilley at 768-2690.

Prescription renewal

Beginning Sept. 1, the primary care/internal medicine clinic will renew prescriptions on a walk-in basis from 3-4 p.m. Monday-Friday, excluding holidays. This policy will allow providers to discuss health concerns with patients directly. Request for prescription renewals will not be accepted at other times throughout the day to decrease interruptions for patients with scheduled appointments.

This program only applies when a prescription has no refills left. It is simply a means to ensure that a limited supply of medication is available to patients until a follow-up visit can be scheduled. The pharmacy will continue to handle patients with refills remaining on prescriptions in the usual manner.

Remember to plan ahead and schedule follow-up visits to avoid running out of medication.

For more information, call the primary care clinic at 298-6362.

Program manager needed

The Civilian Personnel Flight is currently recruiting for a Federal Women's Program manager. This position is one of the Air Force Special Emphasis Program managers, members of which serve as advisors to management, the workforce and community.

In addition, the SEPM is a part of the total management team which has a responsibility to identify barriers, recommend solutions, develop affirmative employment, and assist commanders, managers and supervisors in the implementation of available programs to promote equal opportunity for minorities and women in the Air Force.

Twenty percent of official time may be devoted to this program. If you are interested in serving in this position, contact Joni M. Jordan in the Civilian Personnel Flight at 5914. If you previously applied, you need not apply again.

Reopening

The Thrift Store reopens Aug. 16, 9 a.m. to noon

for consignments only – one contract per DoD or government identification card holder, 20 items per contract.

Regular business hours start Aug. 18, 9 a.m. to 1 p.m. Consignment hours will be 9 a.m. until noon. Donations are always accepted. All Thrift Shop funds are placed in the OSC scholarship and charitable funds.

The Thrift Shop is located in building 336, Mitchell Avenue, next to Border Federal Credit Union.

For more information, call Liz Reimer at 298-3234.

Enrichment program

The Youth Center is offering a part-day enrichment program. The program is available to children 3-5 years old. There will be an orientation for all interested parents Thursday from 6 - 7 p.m.

For more details, call 298-4363.

Relocation

The military equal opportunity and equal employment opportunity office has relocated to the base clinic, suite 234. The entrance is the same as the Life Skills entrance – adjacent to Seventh Street, across from the Child Development Center.

All human relations classes in August will be held at the new location.

Recycling book

Members of the 47th Civil Engineer Squadron, environmental flight are compiling information for a recycling booklet. Everyone on base is encouraged to submit their creative ideas for recycling or reusing old items for publication.

For more information, contact Jamie Klein at 5156.

Golf tournament

The 47 Operations Support Squadron Booster Club is sponsoring a golf tournament Aug. 14, starting at 8:30 a.m. at the Leaning Pines Golf Course.

It will be a four-person best-ball scramble tournament. First, second and third place prizes will be awarded for the top teams. Individual prizes will be given for the longest drive and longest putt. Prizes total more than \$1,300 and include trips, gift certificates and more. A new car (make and model undetermined) will be given to the first person to make a hole-in-one.

Funds raised will benefit the booster club, a local charity and Operation Jingle.

Air Amistad '99

Organizations interested in setting up a booth for this year's air show, Air Amistad '99, should contact Master Sgt. Linda Clark at 5856, or Capt. Tony Holmes at 5857. The air show will be Oct. 17, starting at 9 a.m.

Booths are going fast, so interested organizations need to reserve space soon.

Cook book

The Officer Spouse's Club is creating a wing cook book. The club is accepting recipes from people on base. Recipe forms are available at Club XL in the ladies' lounge and the commissary. All submissions must be received by Sept. 10.

For more information, call Julie Nickerson at 298-0215 or Laurie Frampton 298-2127.